

Syracuse Road EIS
Public Meeting #4
November 10, 2004

Last Name	First Name	Address	Mtg. 4				
			Attendance	Submitted Comment	1. Alternative C (South Shift) has been identified by the project team as the technically preferred alternative. Please indicate the Alternative(s) you prefer for Syracuse Road (1000 W. to 2000 W.) and why.	2. Alternative C (South Shift), Alternative D (North Shift), and the No-Action Alternative are planned to be studied in detail as part of the EIS. Please describe anything that you feel could be modified to improve these alternatives.	3. Please list any additional comments, suggestions, or concerns you have regarding this project.
Adams	L. Mitch	2229 N. 730 W.	1				
Allgood	Neca	1996 Allison Way	1	1	Either are fine.		There must be a traffic light, either at Allison Way or at the Marilyn Drive/Future road intersection. The light is necessary for the safety of elementary and Jr. High students crossing Antelope Drive to and from school. At least 200 students cross that street daily. Call Cook Elementary and Syracuse Jr. High for more accurate numbers.
Barber	Blair & Shirley Barber	2363 S. 2000 W.	2	1	We feel alternative C would be best because it would displace less homes and appears to be the most cost effective for the city.		We feel there should not be a raised median in the center of the road.
Barker	Layne	1376 W. 2425 S.	1	1	I think C is the best option - less impact. However, I feel that more space should be given to the houses on the north side to lessen the impact. After obtaining right of way on south, this should be possible.	See above comments. Overhead power should not even be an alternative. Also, Syracuse City should not have to pay a significant cost to do this.	Make sure you have adequate space for the bike lanes - the traffic will contine to grow as the community grows. Also, the time line needs to move quicker - this project should have taken place years ago.
Baurgeau	O.W. & Barbara	1100 S. 3000 W.	2				
Bennett	Leslie C.	1679 Marilyn Dr.	1	1	I prefer Alternative C. It impacts less homes and families.	Right now I feel that Alternative C looks like it will work best for the community, less historic homes will be affected and that is good for the community.	It would be nice to know where the future plan of a signal light will be either on Marilyn or Allison and what type of business they are looking at by that city proposed road (Marilyn). Thanks for the meetings!
Bennett	Samual John	1679 Marilyn Dr.	1	1	I agree Alternative C would be best because there are less historical properties and non-historical properties to be affected and/or completely removed.	Possible alternative for signal and crosswalks - signal could bring in additional commercial vendors.	Possible option of putting power lines underground would be one less eye sore and obstacle in the way. Proposed positions of street lights (not signal lights).
Beus	Vira A. & Vickie A.	1609 W. 1700 S.	2				
Blaisdell	J.		1				
Briggs	Dean D. , Robyn, & David	1013 W. 1700 S.	1				
Brooke	David	1474 Earl Circle	1				
Call	Kerry & Janet	1745 S. Allison Way	1				
Cash	Ryan	1105 S. 2500 W.	1				
Checketts	Chad & KyAnn	1565 S. 1525 W.	2				
Checketts	Rosalie	1687 W. 1700 S.	1				
Criddle	Norine J. and Lacey A.	1557 W. 1700 S.	1				
Dahl	Colleen F. & Van T.	1797 W. 1700 S.	1				
Dahl	Lloyd (E) & Alice S.	1792 W. 1700 S.	1				
Daniels	Thomas (on agency list, DEQ)		1				
Denhalter	Scot	1729 S. Allison Way	1	1	I support this alternative. It will be less costly to the state with fewer homes to be relocated.	"No Action" is a non-starter. Something has to be done on this road.	
Dodge	Jason	1408 W. 2175 S.	1				
Duffy	Brian	554 S. 2000 W.	1				
Eames	Robert D.	1026 W. 1700 S.	1	1			We are concerned about relocating tenants at these apartments located at 1026 W. 1700 S. intersection.
Ewing	Max & Lucy	1805 W. 1825 S.	2	1	Prefer because it will be easier to access for us & it affects less homes.		
Fackrell	Stephen	1513 Hillfield Rd	1				
Failoni	Joseph	3324 S. 1000 W.	1				
Finlinson	Judith J. and David S.	1533 W. 1700 S.	1	1	The south shift is the best option as fewer homes will be impacted.		A traffic light needs to be installed on Allison Way.
Frazier	Chris & Christy	1475 Ruby W.	2				
Gardner	Brent R.	1555 Melanie Lane	1	1	I prefer Alternative C. It has a lesser impact on existing structures and would be faster to build.	Material improvements must be made at the intersecting streets. These should include left and right turn lanes and a through lane if the street goes (or is planned to) through the other side. A decision could be reached before the bid is let to engineering on which intersection to signalize.	The intersection at 1000 West needs to be improved to provide for separate turn lanes and through lanes. An activable signal may be helpful at Alison Way (should Marilyn be the signalized intersection) during school related hours. Low maintenance park strips are preferable to poorly maintained grass.
Hallbrook	Larry	2181 W. 1780 S.	1				
Hallgen	Michele	1919 W. 2100 S.	1				
Hamblin	George C. & Marian A.	2071 W. 1700 S.	2	1	No doubt it should be Alternative C - However let us be careful of making assumptions that this south shift is just another improvement to the Antelope Island 1700 S. road. This project should be designed to portray the arrival of citizens to the Gateway to Syracuse Town Center and also the tremendous amount of visitors to Antelope Island. The Road must be designed to accomodate everyone coming in or out of this beautiful city and the island	If you decide to use some of the existing land and homes on the North Side (please). 1. Consider establishment of minimum and maxium driveway widths and surfacing materials used - remember most of the homes involved are 75-100 years old. 2. Keep in mind commerial services, parks, schools, municipal services, neighborhood facilities, and projected recreation centers that are proposed on the north side of 1700 South. 3. Syracuse has a Town Center Plan for 1700 S. 2000 W. Keep in mind walking distance of residential and commercial areas. Remeber Syracuse has wonderful views of the Wasatch Mtns to the east and the jewel of the Great Salt Lake on the west.	Syracuse City and UDOT must coordinate and cooperate with the streetscape design of 1700 S. and 2000 W. If UDOT is reluctant to accept the design objectives of the Central area of the City or the Town Center Plan as proposed in the "Town Center Layout Guidelins" Syracuse will not be able to create a sense of place within the Central Area of the Town Center or within the City. This reluctance on the Part of UDOT or the City, will potentially cause the Town area to fail in the proposed objectives stated in the General Town Center Plan. Financial considerations by the City in conjunction with the future Road 1700 South 2000 West widening projects will be very necessary. Thanks. George H. 825-0273.
Harris	David	3753 Inverness Drive	1				
Hawkes	Richard & Sydney	1842 Allison Way	1				
Haycock	Trevor	2297 W. 1700 S.	1				

Hellewell	Kennneth	1439 S. 2600 W.	1	1			<p>What issues are most important to you in the project area?: I would like to see the road widened as soon as possible.</p> <p>I favor alternative C. It will impact the fewest homes and thus lower the cost of building the road.</p> <p>In your engineering of the road I recommend placing a stop light at the intersection of Marilyn Dr and 1700 South. There will soon be a road that will meet 1700 South directly across (South) of Marilyn Dr. I would also recommend that you block off the entrance of Alison Way to 1700 South and create a culdisac there. There will be an entrance from the new road into the Alison Way subdivision.</p>
Holt	D. Dwight & Christine D.	1517 S. 4500 W.	2				
Holt	Deron	1517 S. Marilyn Drive	1				
Hogan	Wade	2872 S. 2000 W.	1				
Hoppe	Brent & Carole	2042 W. 700 S.	2				
Hughes	Wayne L. Sr. & Patricia L. Hampton-Hughes	1506 W. 1700 S.	2				
Ingraham	Tom & Shalene	2226 S. 2000 W.	2				
Jaeger	Megan	2140 S. 1900 W.	1				
Jepperson	Jon	3594 Inverness	1				
Jones	Phillip & Amy	1558 W. 1700 S.	2				
Jones	Jerry & Phyllis	2054 W. 1150 S.	2				
Johnson	Andrew	1799 S. Allison Way	1				
Johnson	Ramona	1799 S. Allison Way	1				
Ketterer	Becky	901 S. 1875 W.	1	1	I prefer "Alternative D" North Shift. Even though there are more houses that would be eliminated, these houses are what I would consider an eye sore because of their age. As you approach "Syracuse" it would be more "inviting" to the city to have underground utilities and trees than to have "above" power lines and aged homes. "North Shift" would promote growth and expansion of businesses.	Removing crosswalks around school crossings and create a "bridge" over existing area - reducing the chances of many lane traffic and safety issues. Even though "lights" would/could be installed not everyone wants to stop and children have a habit of darting in and out when they are not supposed to.	I would like to suggest creating a 3-lane road. Have a overhead light periodically indicating a through lane at certain times. For instance, the 2 lanes heading east would be available from 7-8:30 am then the other 2 lanes heading west would be available from 4-6 pm using the center lane as the second lane. Use a special light with a "X" in it to indicate either green or red would tell the driver that it is permissable to drive in that lane. Still create your sidewalks with as much underground utilities as possible, trees to "invite people to Syracuse, and a walk/bridge for the children. They (children) have no business crossing a 4/5+ lane road. This idea has been used in other areas/cities and seems to work. I would like to be contacted concerning this if my train of thought needs to be clarified, and given thoughts if this would work or not.
King	Brian & Rochelle	1700 W. 1830 S.	2	1	We agree with Alternative C.	We disagree with the No-Action Alternative. Between 3:00 pm and 4:00 pm, between 1000 West and 2000 West is completely gridlocked due to the school zone. Something needs to be done. We agree with Alternative C.	We highly disagree with Alternatives E & F. We agree with them being removed from further study.
Knight	Lurlen	400 S. 2000 W.	1				
Kofoed	Russ	2036 W. 1150 S.	1				
Leavitt	Mathew H.	1342 W. 1700 S.	1	1			<p>What issues are most important to you in the project area?: Although cost is very important, it should NOT be the only deciding factor in the final selection of which option/shift is picked. Choose the alignment or combination of alignment that is:</p> <p>1- Safe or safest.</p> <p>2- Best results, highest quality.</p> <p>3- Appealing in appearance. The citizens and residents will look at the use this road and accompanying improvements for a long time. Could you please discuss and tell us more about underground buried vs. overhead power lines?</p> <p>Additional input: Druing the course of construction when the road is torn up and being replaced, all, or especially older sewer and water laterals within the right of way, should be replaced.</p> <p>Syracuse City Public Works director Mike Waite has verified the following:</p> <p>1- The City is responsible for the water laterals from the water main under the road, the the water meter box which is on the private properties. These laterals should be replaced as part of the cost of the project during construction to eliminate the potential of having to saw cut the road and replace them in the near or far future.</p> <p>Our residential dwelling has had to have the sewer lateral unclogged twice in the last two years. We hope it will last until construction as it seems it would be much better, safer, and less expensive to have it replaced at that time. We request you coordinate or arrange to have new sewer laterals installed into the properties that will be left intact, when the road is being torn up during course of construction.</p>
Loose	Elizabeth B. & Martin L.	1384 W. 1700 S.	1				
Markos	Amy	1687 W. 1700 S.	1				
Martinez	Theo	2250 N. 334 W.	1				
McClurg	Shirley M.	1782 W. 1700 S.	1	1	I prefer Alternative C not only because I'm on the north side of the road but because I've always felt it would impact less people. There are less homes on the south side that would have to be removed. It just seemed like the sensible solution.		Only that it is taking too long for a decision as to when this will all happen. People want to know where their life is going - am I going to be here or gone?
Miller	Brent V.	1264 W. 1700 S.	1	1	I would greatly prefer the South Shift as it would impact far fewer homes including my own.		It would seem ludicrous to me to take out approx. 22 homes on the north side of the east part of 1700 S. rather than 4 homes on the south side of the same area.
Mills	Brent	1870 S. 1575 W.	1				
Mills	Cosette	1870 S. 1575 W.	1	1	We agree with Alternative C.	Would like to see light at Alison Way (or Marilyn Drive if new road is built) for child safety particularly in traveling to school.	Thanks for the excellent info, including commuter rail and Legacy Highway info.
Mills	Krystal	2131 S. 2125 W.		1			What issues are most important to you in the project area?: impacting the least amount of people is plan C. I am afraid every time I try to turn into someones house I will get rear ended. Please we need a new road. SOON!
Moore	David	1996 Allison Way	1				

Mullin	Stephen T. & Patricia L.	1679 S. 1250 W.		1			What issues are most important to you in the project area?: Like anyone else, the property value of my house. There are 15 homes that sit on 1700 South, north side, between Marilyn Drive and 1100 West. Syracuse City zoning has left them as residential. I know it will cost the state more to remove these homes, but it is the only right thing to do. This will be the only section of homes basically left from 2000 West to Main Street Layton. The homes aren't that big now and are not really being kept up anyways. It will become an eyesore for Syracuse. The homes will decrease in value because the road will become busier and more noisy. The rest of the homes on both sides of the street from 1000 West to 2000 West are zoned commercial and will eventually be bought from the homeowners. Our lots are not large enough to become commercial. The town used to have a 30 foot setback but changed it to 25 foot recently. My house has the smallest lot in this area and I will be held captive. All of my renters have complained of the road noise now and I know it will get worse. Take the 15 homes, and put in the nice noise barriers that you talk about. Enhance Syracuse with a nice wide park area with lots of trees and green between Marilyn Drive and 1100 West instead of keeping 15 homes. I'm sure the homeowners behind these 15 homes would welcome the green and trees. It will be much more quiet for them also. I know that the trees and green will be a much better noise blocker than a home that exists there now. You need to explore this much more than it has been done. Thank-you
Nelson	Debra A.	1729 W. 1700 S.	1	1			What issues are most important to you in the project area?: Timely conculsion of project. This will allow those who need to relocate time to find and purchase new residence with lower interest rates. Additional input: I would prefer plan C. It seems to make the best sense in the project.
	Donald G.		1	1			What issues are most important to you in the project area?: There are to many cars on this two lane road. We cannot use our driveway and have to pull around back of the house. To pull out on the road is a safety hazzard. A left hand turn is impossible. The road needs to be widened to 5 lanes and option "C" be adopted. This option has the least amount of impact to homes and people. It also to me seems the most practical and economical. Additional input: The south side of the road has no sidewalk. During the winter, when the snow comes it is plowed off the road and makes it is nearly impossible to walk along the road on this side. How does the state deal with the remainder of property/lot that is not used or purchased. Do they re-establish a water hookup and power?
Olson	Gloria K.	1224 W. 1700 S.	1	1	I prefer Alternative C (South Shift). I live on the north side and have lived there for 23 years and am a widow still raising two children. I don't want to upset them at this time. It would be devastating to us as a family to lose our home or to see it torn down.		I want to stay in my home also because my out-of-state children come here to stay with us off and on. This house is home to them. There are more people and families to relocate on the north side than on the south side. I think it's the way to go, to add the road on the south side, or to take half of out street and half of the other. I wouldn't mind them taking a little of my property. I just don't want to move at this time.
Palmer	Terry & Diane	2486 W. 1500 S.	1				
Palmer	Phillip Terry	1729 W. 1700 S.	1	1	I prefer the Alternative C. I hope to continue my business. This would allow me to.	No change to Alternative C.	I think the No-action would be bad. The traffic is already backed up. Turning left out of Banbury and Allison Way is almost impossible.
Peterson	Bruce & Brenda	1287 S. 2675 W.	2				
Peterson	D. Logan	1154 W. 1700 S.	1	1			Frontage Road Proposal Intention: to reduce traffic within the immediate location of affected residential areas, thus improving the surrounding residential living space (property consisting of that outside the home). Proposal; to create frontage roads, where feasible in areas where multiple residential homes are directly affected. Impact: utilization of extra space (not much since these frontage roads would have little traffic, there is a lot of farmland.) Extra Cost (UDOT representatives did not think this would be a big deal for them to do and would be beneficial to the community)...(in some cases it would be a matter of buying a little extra farm land). Benefit: increase the desirability of immediate residential homes directly impacted by what would be considered to be adverse for residential family dwellings. Help decrease the potential for deflated housing; homes are undesirable which are next to high traffic roads potentially creating a situation of "trash real-estate" (unless it is commercialized). Rent prices or sale prices must drop to increase desirability (this may have surrounding ramifications to the community as a whole). Increase safety this is huge!!!...for families which are usually new families with <u>little children</u> !! Decrease traffic onto and off of the highway from multiple locations: I would like the city and residence to seriously consider this as a potential means of helping to decrease the potential negative impacts of this highway (think of you community, real estate value, traffic accidents, and the value of a <u>child's life</u> ?).
Peterson	Mollie	1787 S. 2000 W.	1				
Peterson	Wallace	1787 S. 2000 W.	1				
Poppe	James S. & Leann J.	1358 W. 1700 S.	2				
Redford	Bob	3333 S. Bluff Rd.	1				
Robertson	Julie	2453 W. 1500 S.	1				
Robertson	Kaitlin	2453 W. 1500 S.	1				
Rogers	Heath	2109 W. 850 S.	1				
Rowins	Chris	2612 S. 2000 W.	1				
Sackett	Lavell	3384 S. 1000 W.	1				
Sandberg	Sarah	1993 N. 2000 W.	1				
Schofield	Matt	1385 S. 2600 W.	1	1	Just hurry and make a decision		Make sure that the timing of the stop lights make for an easier flow up 1700 S. all the way through Layton.
Schofield	Nolan & Linda	2461 S. 1660 W.	2	1	I prefer alternative C as it displaces less people.		Access needs to be limited. HURRY UP!!!
Shiba	Yoshio & Chicko	1661 W. 1700 S.	1				

Smith	Carol L.	2200 S. Allison Way		1			What issues are most important to you in the project area?: The traffic is terrible to make a turn onto 1700S. I am a senior who must travel this road to get medicines and groceries. I feel worried I may get hit. Additional input: We need some action in this project. It is a definite move on this road. I prefer plan C.
Smith	Jared O. & Nancy N.	1206 W. 1700 S.	2				
Smith	Tom	650 N. 1500 E.	1				
Sorensen	Allen	1343 S. 2400 W.	1	1	C (South Shift) is a good design - I also prefer underground everything - pwr - phones - cable - etc.		I feel that the sooner it is started the better off everyone will be.
Stevenson	Jed		1				
Taylor	Mark	1747 S. Heritage Lane #A2	1	1	Alternative C is a reasonable choice. I have a few concerns about the location of the curve that returns the road back to the North. As the current layout shows a buffer for residences on the North, it does not allow for a buffer with Heritage Lane Commercial Plaza. It actually moves the road closer even though the building was originally placed back to allow for the new road. The current layout also has Heritage Lane entering the road on a curve which may give a blind curve to the west. It also appears that we would have to remove our signage along Antelope Drive. That would significantly impact my business which is located in Heritage Lane Commerical Plaza on Antelope Drive. I would recommend to reduce impact on the offices on Heritage Lane that the curve to the North be shifted further East. This would have less negative impact on our offices and does not appear to negatively affect others.		
Taylor	Melissa	1246 S. 1250 W.	1	1	I favor this alternative because fewer homes would be affected.		I favor putting power lines under-ground. I like the idea of the bike paths. Our family already exits and enters our subdivision using a route where we make only right turns onto the busiest roads and going on side streets to get to the traffic signal when we want to turn left.
Thurgood	Delore	2232 S. 1000 W.	1				
Thurgood	Ronald D.	2955 S. Bluff Rd.	1	1	I prefer C.		We have a long term lease on our building. I think we should be compensated if we have to move.
Welton	Dan	3376 W. 2200 S.	1	1			I work in Salt Lake and my wife works in Ogden. We moved to Syracuse from Murray 23 years ago. We have both seen the traffic impact with the added growth. I recommend to add Option C as fast as we can have it to ease the congested traffic through our only major outlet. I feel sorry for those whose property will go away, but they knew that the road would widen many years ago.
Whiteley	Robert	3269 S. 800 E.	1				
Wilcox	Con L. & Jerilyn	1492 W. 1700 S.	2				
Worthen	Rodger	1787 S. 2000 W.	1				
			112	33	23	10	30

